

What is claimed is:

1. An improved strut suspension for a vehicle body, the suspension including a shock absorber and spring assembly mounted at one end to a steering knuckle, and a transverse link connected to the steering knuckle opposite from the shock absorber and spring mount location, the improvement comprising:

a rocker arm supportable for pivotal movement from the vehicle body and pivotally connectible to an opposite end of the shock absorber and spring assembly from the steering knuckle, and pivotally connectible to a push rod connectible between the rocker arm and the transverse link.

2. The improved strut suspension of claim 1 further comprising:

an upper portion of the shock absorber connectible to an outboard portion of the rocker arm, and an upper portion of the push rod connectible to an inboard portion of the rocker arm with respect to a centerline of the vehicle body.

3. The improved strut suspension of claim 2 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

4. The improved strut suspension of claim 1 further comprising:

an upper portion of the shock absorber connectible to an inboard portion of the rocker arm, and an upper portion of the push rod connectible to an outboard portion of the rocker arm with respect to a centerline of the vehicle body.

5. The improved strut suspension of claim 4 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

6. The improved strut suspension of claim 1 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

7. A strut suspension for a vehicle body having a steering knuckle comprising:

a shock absorber and spring assembly mountable at one end to the steering knuckle;

a transverse link connectible to the steering knuckle at a location opposite from the shock absorber and spring mount;

a rocker arm supportable for pivotal movement from the vehicle body and pivotally connectible to an opposite end of the shock absorber and spring assembly from the steering knuckle; and

a push rod pivotally connectible to the rocker arm and extending between the rocker arm and the transverse link.

8. The strut suspension of claim 7 further comprising:

an upper portion of the shock absorber connected to an outboard portion of the rocker arm, and an upper portion of the push rod connected to an inboard portion of the rocker arm with respect to a centerline of the vehicle body.

9. The strut suspension of claim 8 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

10. The strut suspension of claim 7 further comprising:

an upper portion of the shock absorber connected to an inboard portion of the rocker arm, and an upper portion of the push rod connected to an outboard portion of the rocker arm with respect to a centerline of the vehicle body.

11. The strut suspension of claim 10 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

12. The strut suspension of claim 7 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

13. A strut suspension for a vehicle body having a steering knuckle comprising:

a shock absorber and spring assembly mountable at one end to the steering knuckle;

a transverse link connectible to the steering knuckle opposite from the shock absorber and spring mount location; and

mounting means for improving camber gain and roll center control and for providing variable caster control and progressive spring rates, while increasing shock piston velocities.

14. The strut suspension of claim 13 wherein the mounting means further comprises:

a push rod connectible to the transverse link at one end; and

a rocker arm mountable for pivotal movement from the vehicle body and pivotally connectible to an opposite end of the shock absorber and spring assembly, and pivotally connectible to the push rod extending between the rocker arm and the transverse link.

15. The strut suspension of claim 13 further comprising:

an upper portion of the shock absorber connectible to an outboard portion of the rocker arm, and an upper portion of the push rod connectible to an inboard portion of the rocker arm with respect to a centerline of the vehicle body.

16. The strut suspension of claim 16 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

17. The strut suspension of claim 13 further comprising:

an upper portion of the shock absorber connectible to an inboard portion of the rocker arm, and an upper portion of the push rod connectible to an outboard portion of the rocker arm with respect to a centerline of the vehicle body.

18. The strut suspension of claim 17 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

19. The strut suspension of claim 13 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

20. A strut suspension for a vehicle body having a steering knuckle comprising:

a shock absorber and spring assembly having a lower portion mountable at one end to an upper portion of the steering knuckle;

a transverse link connectible to the steering knuckle at a location opposite from the shock absorber and spring mount;

a rocker arm supportable for pivotal movement from the vehicle body and pivotally connectible to an opposite end of the shock absorber and spring assembly from the steering knuckle; and

a push rod pivotally connectible to the rocker arm and extending between the rocker arm and the transverse link, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link, wherein the strut suspension is configurable in at least one of two configurations, a first configuration where an upper portion of the shock absorber is connected to an outboard portion of the rocker arm, and an upper portion of the push rod is connected to an inboard portion of the rocker arm with respect to a centerline of the vehicle body, and a second configuration where an upper portion of the shock absorber is connected to an inboard portion of the rocker arm, and an upper portion of the push rod is connected to an outboard portion of the rocker arm with respect to a centerline of the vehicle body.